

# The Hong Kong Daily Press.

No. 9428

號三十二百四十九第

日九月初二年四十緒光

HONGKONG, WEDNESDAY, MARCH 21st, 1888.

三月禮 號一十二月三英港香

[PRICE \$2 PER MONTH]

## SHIPPING.

### INTIMATIONS

#### ARRIVALS.

March 19, AMY, British steamer, 814, Kohler, Shanghai 16th March, General—STENSMAN & Co.  
March 19, CHOWCHOWOO, German str., 756, W. Wong, Bangkok 13th March, General—TUNG KEE & Co.  
March 20, DON JUAN, Spanish str., 654, Jose Marques, Manila 17th March, General—BANDAO & Co.  
March 20, PASTROCLUS, British steamer, 1,236, Puford, Liverpool and Singapore 14th March, General—BUTTERFIELD & SWIRE.  
March 20, VENETIA, British steamer, 1,696, F. Cole, Bombay 3rd March, and Singapore 16th March and General—P. & O. N. C. Co.  
March 20, PREUSSIN, German steamer, 2,873, C. Poole, Bremen 8th February, Antwerp 11th, Southampton 12th, Genoa 20th, Port Said 27th, Suez 28th, Aden 3d March, Colombo 10th, and Singapore 16th, Mails and General—MELCHIOR & Co.

#### CLEARANCES.

At the HARBOURMASTER'S OFFICE,  
20TH MARCH.  
Takshai, British str., for Swatow.  
Glenfalloch, British str., for Shanghai.  
Uppingsha, British str., for Shanghai.  
Alwin, German str., for Haiphong.  
Anchise, British str., for Singapore.  
Chang Hock Kian, British str., for Swatow.  
Astoning, British str., for Salouan.  
Diamante, British str., for Amy.  
Canton, British str., for Swatow.  
Yankee, British str., for Shanghai.  
Formosa, British str., for Swatow.  
Ricello, British bark, for London.

#### DEPARTURES.

March 20, CHIUYEN, (Chinese str., for Singapore).  
March 20, SACKSEN, German str., for Europe.  
March 20, UPPINGHAM, British str., for Shanghai.  
March 20, DIAMANTE, British str., for Manila.  
March 20, YANZET, British str., for Shanghai.  
March 20, AMY, British str., for Whampoa.

#### PASSENGERS.

Arrived.  
For Don Juan, str., from Manila—Messrs. D. O'Keeffe, Ianthes, Challenor, Geromino Abella, and Juan Atado y Aguirre, 3 Native and 6 Chinese, deck.  
For Patroclus, str., from Liverpool, &c.—For Hongkong—Mr. C. Ricketts, and 390 Chinese from Singapore—For Shanghai—Messrs. Pudde and Thomas Williams.  
For Venetia, str., from Naples—Rev. A. Gregory, from Bombay—Dr. M. E. Seton, Rev. C. R. Alves, Messrs. D. M. Seton, II. Kennedy, and A. C. Borga, and Mr. Cowan's servant, from Calcutta—Mr. G. D. Campbell, from Penang—61 Chinese, from Singapore—Mr. J. Sloan, and 4 Chinese, for London—Messrs. McKenna, Heslop, and Macmillan, and Misses. McMillan and Princess Caristi, child and servant, from Colombo—Hon. Knatchbull-Hupson and Mr. Smalley, for Yokohama—From London—Mr. and Mrs. Russell Robertson, Messrs. Ross and Harley, from Singapore—Mr. H. Willand and servant.  
For Preussen, str., from Bremen, &c.—H. E. St. Win de Vos and family, Mrs. Morrison, Messrs. Koest and Kemp, and 239 Chinese from Singapore.

#### DISTRAINED.

Per Seidien, str., from Hongkong.—For Bremen—Mr. Hans Cornelius, For Antwort—Mr. Consal A. H. Giles, Mrs. Giles and 6 children, for Genoa—Mr. R. B. Knapp, For Southampton—Ph. Henry Burrell, From Shanghai—For Germany—Dr. and Mrs. Hirth and children—For Genoa—Mr. and Mrs. Olsson, and Mr. Hult, for Stockholm—Mr. Chinn, from Nagasaki—For Port Said—Lieut. Ewart, M.R.N., from Yokohama—For Bremen—Mr. and Mrs. Buxton, 2 children and Japanese servant, and Mr. F. Rohrman, for Genoa—Mr. M. Lubarsch.

#### TO DEPART.

For Anday, str., from Hongkong.—For Saigon—Rev. Mr. Parker, Father of the Cross, J. Lassagne, J. M. Parker, and Mr. Gathorne, for Singapore—Mr. Simon and 3 children, Lieut. Young, R.E., for Colombo—Rev. Brother Idealis, For Marseilles—Mr. Findlay Smith, child and servant, Rev. E. Roseau, Miss Fourier, Masters Prof. Fournier, Paul Vincent, and Charles Vicenzo, from Shanghai—For Marcellis—La Comtesse de Boisdeau and female servants, and Misses Williams, Mrs. Girard, Porphy, Mrs. J. H. Latimer, Rev. Mr. L. J. Davy, Worrell, and an orphan boy, from the S. Enforce, from Yokohama—For Manila—Messrs. I. Itzaki and Okuma, and M. Vital Rousseau, from Kobe—For Aden—Mr. E. Jaffe, for Marseilles—M. Stenakers, and Mr. Sanjo Reizo.

#### REPORTS.

The Spanish steamer Don Juan, from Manila 17th March, reports had strong N.E. breeze and heavy sea.  
The German steamer Chrysanthemum, from Bangkok 13th March, reports had fine weather; from thence to port strong N.E. winds and overcast weather.  
The British steamer Amy, from Shanghai 16th March, reports had light variable winds to Chapel Island; thence strong N.E. winds and overcast weather.

The German steamer Preussen, from Bremen 2nd March, Port Said 27th, Suez 28th, Aden 3d March, Colono 10th, and Singapore 16th, reports during the voyage experienced to Port Said changeable weather and winds. Port Said to Singapore fine weather and light N.E. winds. From Singapore to 18th March same weather; from thence to port fresh N.E. winds with rough seas. On the 18th March reports—Mr. Deppen, in lat. 33° N., long. 71° E. On the 18th spoke an American bark showing KHD. in lat. 11° N., long. 116° E., reported all well.

#### INTIMATIONS.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS CONDUCTED during the Half Year ended 31st December, 1887, or before the 1st instant, on which date the Accounts will be closed. By Order of the Board of Directors, D. GILLIES, Secretary, Hongkong, 16th March, 1888. [553]

CATHAY CHAPTER, No. 116.  
A REGULAR CONVOCATION of the above LODGE will be held in FREDERICK'S HALL, Queen's Street, on MONDAY, the 5th inst., at 8.30 for 9 P.M., precisely.

Visiting COMPANIES are cordially invited, Hongkong, 20th March, 1888. [557]

#### SHIPPING.

### INTIMATIONS

#### STANDARD LIFE OFFICE.

STANDARD LIFE OFFICE  
FINANCIAL INFORMATION

ACCUMULATED FUNDS £ 6,696,425

ANNUAL INCOME £ 900,000

SUMS ASSURED £ 20,000,000

CLAIMS PAID £ 12,000,000

THE STANDARD has been established for 62 years, and its Invested Funds are the largest of any Life Office in the United Kingdom with the exception of one office established ten years earlier.

Full particulars as to the Company's different Schemes of Assurance may be obtained, on application to the Head Office, the STANLEY & CO. LTD., 1,236, Puford, Liverpool and Singapore 14th March, General—BUTTERFIELD & SWIRE.

March 20, VENETIA, British steamer, 1,696, F. Cole, Bombay 3rd March, and Singapore 16th March and General—P. & O. N. C. Co.

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March 20, AMY, British str., for Whampoa.

March 20, CHIUYEN, (Chinese str., for Singap-

ore).

March 20, BREWER, has just received

Large Stock of European Account Books

ruled ready.

Pipe on Pouliy.

Quin's Anatomy, 2 Vols.

Stirling's Practical Physiology.

Longman's Chess Openings.

Tissandier's Handbook of Photography.

Smith's Victor Hugo.

Seaton's Marine Engineering.

Long Plush Brackets with Plate Glass backs.

Liquid Gold and Silver Paint.

Stonehenge on the Dog.

Racing, Shooting, Fishing, Athletics and Football in Edmundton Library.

New French Books.

Lecter & Sterling's Text Book Human Physiology.

WALTER W. BREWER,

UNDER HONGKONG HOTEL,

Manufacturers of Cabinet, Combination, Chapel and Pedal

ORGANS,

and Square and Upright

PIANOS.

SOLE right to use FELIX's Automatic PEDAL

COVERS for the whole Continent of EUROPE

This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—

MANCHESTER, ENGLAND.

LONDON.

HAMBURG, GERMANY

ADELAIDE, AUSTRALIA

SYDNEY.

MELOBOURNE.

CHRISTCHURCH, NEW ZEALAND.

DOMINION ORGAN & PIANO CO., BOWMANVILLE.

ONTARIO, CANADA.

Sand for catalogues. [141]

J. M. A. B. U. R. K. E.

MANUFACTURER OF

FURNITURE AND UPHOLSTERY.

Begs to inform the Public that he has removed

to COLLEGE CHAMBERS, FIRST FLOOR,

1,236, Puford, Liverpool.

Also LATEST DESIGNS IN TAPESTRIES.

HE IS ABLE TO EXECUTE ORDERS AT MORE

REASONABLE PRICES THAN PREVIOUSLY.

FURNITURE REUPHOLSTERED IN

FINEST CLASS WORKMANSHIP.

Hongkong, 10th February, 1888. [117]

MODES DE PARIS.

M. A. B. U. R. K. E.

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NOW READY. 1888.  
THE CHRONICLE AND DIRECTORY  
FOR 1888,  
WHICH IS INCORPORATED  
THE CHINA DIRECTORY.  
(TWENTY-SIXTH ANNUAL ISSUE),  
COMPLETE, WITH APPENDICES, PLANS, &c.,  
ROYAL 8vo, pp. 1,200.—\$5.00.  
SMALLER EDITION, RUL. 8vo, pp. 816.—\$3.00.

THE CHRONICLE AND DIRECTORY  
has been thoroughly revised and brought up  
to date, and is again much increased in bulk.  
It contains Descriptive and Statistical  
ACCOUNTS of, and DIRECTORIES for  
HONGKONG—Koko (Hygo).  
De Ladies' Directory—Osaka.  
Do. Peck Directory—Tokyo.  
Do. Military Forces—Yokohama.  
MACAO—Nigata.  
China—Hakodate.  
Pekin—Vladivostock.  
Lahow—The PHILIPPINES—Manila.  
Canton—Cobh.  
Swatow—Tolo.  
Amoy—Borneo—Sarawak.  
Takao—Laham.  
Tainan—British North Borneo.  
Keeling—Cocos (Keeling) Islands—Saigon.  
Wenchow—Cholon.  
Ningpo—Cambodia.  
ANNAM—Hué—Tourane—Quinhon.  
TONQUIN—Hanoi—Hendau.  
Ichang—Hotel.  
Chingking—Nanchang.  
Chaboo—Haideong, &c.  
Takao—Siem Reap.  
Tientsin—Bangkok.  
PEKING—STRaits SETTLEMENTS—Singapore.  
COREA—Malacca.  
Korea—Penang.  
MANLEY STATES—Johore—Sungai Ujong.  
Yunnan—Selangor.  
Japan—Perak.  
NAVAL SQUADRONS—British—French—German—Japanese—Chinese—Northern  
SHIPPING OFFICERS OF THE COASTERS STEAMERS OF F.O.S.C.N.—G.A.M.C.—H.C.M.C.—M.B.C.—Indo-China S.N.C.—Scottish Orientals S.N.C.—Douglas S.N.C.—Miscellaneous Coast  
China Mer. S.N.C.—Steamers.

THE LIST OF RESIDENTS now contains  
the names of  
FOURTEEN THOUSAND AND FIVE HUNDRED  
FAMILIES.

arranged under one Alphabet in the strictest  
order, the initials as well as the surnames  
being alphabetized.

The MAPS and PLANS have been mostly  
re-engraved in a superior style and brought up  
to date. They now consist of  
FLAGS OF MERCANTILE HOUSES IN CHINA.  
CODE OF SIGNALS AT VICTORIA PEAK.  
MAP OF THE FAIR HARBOR.  
MAP OF THE ISLAND OF HONGKONG.  
PLAN OF THE CITY OF VICTORIA.  
PLAN OF MOUNTAIN DISTRICT, VICTORIA.  
PLAN OF FORCON CONCESSIONS, SHANGHAI.  
PLAN OF YOKOHAMA.  
PLAN OF MANILA.  
PLAN OF SAIGON.  
PLAN OF TOWN AND ENVIRONS OF SINGAPORE.  
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—  
An Anglo-Chinese Calendar, Mean of Barometer and Thermometer, Rainfall, &c.  
A full Chronology of remarkable events since  
the advent of foreign to China and Japan.  
A description of Chinese Festivals, Feasts, &c.,  
with the dates of their fall.  
Tables of Money, Weights, &c.  
Scale of Hongkong Stamp Duties.  
The Hongkong Postal Guide for 1888.  
Scales of Commissions and Charges adopted by  
the Chambers of Commerce of Hongkong,  
Shanghai, Amoy and Newchwang.  
Hongkong, Chein, Jinkindao, and Boat Hire.

The APPENDIX consists of  
FOUR HUNDRED PAGES  
of closely printed matter, to which reference is  
constantly required by residents and those  
having commercial or political relations with the  
Counties embraced within the scope of the  
CHRONICLE and DIRECTORY.

The Contents of the Appendix are too numerous to recapitulate in an Advertisement, but  
include—

TREATIES WITH CHINA—Great Britain, Nanking, 1842  
Treaty, 1853  
China, with Addition of Opium Convention, 1860.

and all others not abrogated.

France, Tientsin, 1858  
Convention, 1860.

Treaty, 1858.

Treaty of Amboina, 1860.

United States, Tientsin, 1865.

Additional, 1869.

Peking, 1880.

Germany, Tientsin, 1861.

Peking, 1880.

Russia, Japan, Spain, Brazil, and Peru.

TREATIES WITH JAPAN—Great Britain, Nanking, 1854  
United States, Corea.

TREATIES WITH COREA.

TREATIES WITH SIAM.

TREATIES WITH ANNAM.

TREATIES WITH CAMBODIA.

CUSTOMS TARIFFS—Chinese—Siamese—Japanese—Corean.

LEGAL—Orders in Council for Government of H.E.M.  
for Trade in China and Japan, 1865, 1877,  
1878, 1880, 1884, 1885, 1886.

Rules of H.E.M. Supreme and other Courts  
in China and Japan.

Tables of Consular Fees.

Code of Civil Procedure, Hongkong.

Table of Hongkong Court Fees.

Admiralty Rules.

Foreign Jurisdiction Act.

Orders for the Consular Courts of United  
States in China.

Rules of Court of Consuls at Shanghai.

Chinese Passenger Act.

TRADE REGULATIONS—Siam—Customs Seizure, China  
Customs and Harbour Regulations for the dif-  
ferent ports of China, Philippines, Siam, &c.,  
and all other regulations.

HONGKONG—Charter of the Colony  
Rules of Legislative Council  
Port Regulations  
&c., &c., &c.

Orders may be sent to Daily Press Office, where  
it is published, by the following Agents—

Mr. B. A. C. Swanson  
Swanson.

Meers Quelch & Co.

Meers C. Gerard & Co.

Meers Hedge & Co.

Meers Kelly & Walsh, S'gns.

SHANGHAI—Hall & Holt's Cooperative Co.

Meers Kelly & Walsh.

NORTHERN—Hall & Holt's Cooperative Co.

Kelly & Walsh & Co., Shanghai.

MAGASAN—Meers C. J. & Trading Co.

KOKE-OZAKI—Meers P. Walsh & Co.

YOKOHAMA—Meers Kelly & Walsh.

MANILA—Meers Diaz Puerto & Co.

SAIGON—Meers Schroeder Frères and  
Gards.

HAIKOW—Mr. G. Mainwaring.

HAIPHONG—Meers Hamdy & Co.

SINGAPORE—Meers Kelly & Walsh.

PEKING—Meers Marvyn & Co.

COLOMBO—Meers A. M. & J. Ferguson.

CALCUTTA—Meers Newman & Co.

SYDNEY—Meers Gordon & Gutch.

MELBOURNE—Meers Norton, Hargrave & Co.

BRIESEANE—Meers Gordon & Gutch.

LONDON—Mr. F. Hall, Chancery Lane.

FRANKFORT—Meers S. & Co., Cornhill.

London—Meers Bates, Henty & Co.

MR. W. M. WILLIS, 151, Cannon St.

PARIS—Mr. L. H. Ridg, 60, Rue Lafayette.

BERLIN—G. Hildebrandt, 111, Alexander  
Street.

FRANCO. MR. L. P. Fisher, 21, Merchant  
Exchange.

NEW YORK—Mr. A. Wind, 21, Park Row.

Daily Press Office, January, 1888.

### INTIMATIONS.

#### NOTICE.

A. S. WATSON & CO., LIMITED,

HAVE JUST RECEIVED THEIR

#### ANNUAL SUPPLY OF

LAWN GRASS SEED,

AND

#### SWEET CORN

FOR IMMEDIATE BOWING.

HONGKONG DISPENSARY.

Hongkong, 2nd March, 1888.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not desired for a fixed period will be continued until demanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After half hour, the supply is limited.

TELEPHONE No. 12.

MARRIAGE.

On the 14th February, at St. James's Piccadilly, by the Rev. Sir John Caesar Hardinge, Bart., Hon. Chaplain to the British Embassy in the British Legation, Rev. H. Kirk, M.A., VILLIERS ALLEN, Esq., second son of Villiers W. G. Hawkins, Esq., of Eastbourne, and grandson of the late Sir John Villiers, only child of the late Major General Cope (West Yorkshire), and daughter of Mrs. Streton-Poole, Poole, Bucks.

DEATH.

At the Bell Foundry House, Captain Conrule, late Commander of H.I.G.M. S. Sephi, on the 16th March, 1888.

The Agents (Messrs. Arnold, Kerberg & Co.) inform us that the China Shipping's Mutual Co. have sold the Nanking from Liverpool, left Singapore yesterday morning for this port.

The Agents (Messrs. Arnold, Kerberg & Co.) inform us that the China Shipping's Mutual Co. have sold the Nanking from Liverpool, left Singapore yesterday morning for this port.

Mr. Ng Choy arrived here by the China Merchant Steamer Fuzhou on Monday, from Shanghai.

His visit was an official pilgrimage but is equally owing to the death of his mother in this colony.

A gentleman staying at the Hongkong Hotel was yesterday rather severely bitten by a large scorpion.

The property of another gentleman was taken away from him.

The fifth prize meeting of the Hongkong Rifle Association will be held at Kowloon on Friday and Saturday, the 30th and 31st inst., and Monday, the 2nd April. It will be open to members and all comers, and over \$1,200 will be given in prizes.

For the benefit of the numerous friends of the Hon. H. G. Thomas, who will wish to see the last of the gallant officer, we may mention that he will leave Pedder's Wharf at 9.45 a.m. to-day for the steamer Anchorage.

Captain Thomasset's first connection with Hongkong, however, dates back still further, as he commanded Her Majesty's ship Princess Charlotte here from 1853 to 1861.

He then left the Navy and joined the Colonial service, as Harbour Master, which office he has filled ever since as well as those of Marine Magistrate and Emigration Officer.

During the past eighteen months he has also had a seat at the Legislative Council.

Captain Thomasset gave a good deal of service with Hongkong, however, dates back still further, as he commanded Her Majesty's ship Princess Charlotte here from 1853 to 1861.

He then left the Navy and joined the Colonial service, as Harbour Master, which office he has filled ever since as well as those of Marine Magistrate and Emigration Officer.

In his speech, in reply to the address presented to him on Monday by the community, Captain Thomasset gave a graphic picture of the marvellous changes he has witnessed in the place during his residence of three decades in it.

The hon. gentleman's association with the colony has been of the most intimate character, and his record is a most satisfactory one.

He can look back upon his administration with pride and pleasure, bearing with him, as he does, the sincere respect, good wishes, and friendly feeling not only of those who served under him but of the community generally.

Of this fact the testimonials and addresses presented on the 16th and 19th instant respectively are all sufficient proofs.

In the discharge of his duties as Harbour Master, Captain Thomasset was a steady and active though unpretending worker, while as Marine Magistrate he was always actuated by a spirit of fair-play, with a strong leaning to the seamen.

Naturally his decisions did not invariably give satisfaction, but his great effort was to do justice without fear or favour, and as a rule he succeeded in this object.

Socially the gallant officer and honourable member has ever been deservedly popular, and he leaves behind him a host of friends, many of whom are of long standing.

He has given the best years of his life to this colony, and now makes way for a younger man, and takes a well deserved rest.

We sincerely trust that Captain Thomasset will long enjoy in the old country the pension and the leisure he has so conscientiously earned in Hongkong.

The question of the men-of-war status in this and a number of the other colonies, where these vessels call, is it satisfactory to observe, attracting attention at home. In the House of Commons on the 14th of last month Sir B. E. Leitch put a question to the Secretary of State on the subject.

The reply given by Sir HENRY HOLLAND simply recounted the facts of the case; there was no expression of an intention on the part of the Government to adopt a different policy from that which has naturally caused so much dissatisfaction amongst British shipowners, nor were any arguments advanced in favour of that policy.

We trust that the Chairman of the Legislative Council, by all the native members, and by the non-official members, will take a similar attitude.

The following extract from the Times of London, February 14th, 1888, will be of interest:

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The following extract from the Times of London, February 14th, 1888, will be of interest:

"Sir B

are made up into blue lights they are more or less dangerous than fire.

Thomas Philip Hall, master of the "Farnza," said—"I do not know what substance 'flare-up' are composed of. To ignite them a hole is driven in each end and they are thrown into the water. I have never heard of 'flare-up' exploding on board ship.

At this point the case was adjourned till this morning at half-past ten.

## POLICE COURT.

20th March.

BEFORE MR. H. E. WODEHOUSE.

## RETURNING FROM BANISHMENT.

A Ayen Sardar, was brought up on a charge of returning from banishment, and was found in the colony on the 19th instant. According to the record, he was banished for five years on the 19th February, 1887.

Sentenced to twelve months' hard labour.

## UNLAWFULLY ENTERING PREMISES.

Chun Ayen, boatman, was charged with entering the house of a shopkeeper, named Chan Chang, on the 10th instant, with intent to commit a felony.

Prisoner said, in defence, that he went there to look for a cat which was missing. He did not, however, wish to call anybody on his behalf. He admitted five previous convictions and was sentenced to six months' hard labour.

## LARCENY.

Chun Achung, coolie, was charged with stealing a piece of the value of forty cents, the property of a shopkeeper, on the 10th instant. He had nothing to say in defence, and admitted taking the counting board and two previous convictions.

Sentenced to six months' hard labour.

## OPium CASE.

Rang Arwan, coolie, was charged on the 14th instant with having twenty-four ounces of raw opium on the 14th instant.

Convicted and fined \$150, with the alternative of six weeks' hard labour. The opium was forfeited.

## SUMMARY OF THE KWANG-PAO.

19th March.

## LEADING ARTICLE.

Leading article on the abominable practice of carrying off children and holding them for ransom, which is still common in many parts of India, but still to take human beings and hold them in pawn, is horrible. Unfortunately, the editor does not venture to suggest a remedy or point out that it is the fault of the Government that such things go on.

## NEWS.

Notice that an attempt is being made to introduce silk culture in Hong Kong, and has been established in which pictures illustrating the industry are displayed, and experienced men have been engaged to instruct any one who wants information in regard of the industry and the raising of the worm.

Notice of a case of kidnapping. An old woman induces a friend's daughter to see her home, and pays her \$20. The girl is traced and proceeds to demand her release, and the parents get their child back, and are given a sum of money.

A man of indifferent reputation found wandering about the street of Fatinha in search of a lover, for whom she had run away from Hong Kong. The gentry have taken charge of her till he turns up.

A woman commits suicide because her husband refuses to let her go home for her confinement.

The Emperor issued an edict that if a rival chieftain kills their friends and overcomes them, beating them, and cutting off their tails, in revenge for which the sufferers get their clan members together and carry off one of the patriarchs of their opponents.

Tigers have appeared at Mo-chun-tan, some 15 miles N. of Huichow City, and are causing great alarm. Some falls of scaffolding near Kunming.

A girl of 12 or 13 is waiting at the Hospital until her friends can be found. She says she came from a street in the City with her nurse, and lost her way.

A woman landing from a steamer and struggling with the birth of carrying her bedding, and her baby, two men offer to relieve her, and she accepts. One of the men is a criminal, and the other mother, who follows the abductors of the child, and recovers it, but dies. Losses her bedding. A plausible instance of the efficiency of the police.

A passenger on board the night boat robbed of his valuables before he had well settled down, lands in disgrace.

Extracts from Peking Gazette.

Daily Gazette.—On Saturday the Viceroy went to the British Legation and afterwards paid the Governor. On his return he read the cards and congratulated the Chinese General and his deputies, the Governor, the Admiral General, Hippo, Literary Chancellor, &c. The Governor also attended at the Ceremonies at the Confucius Temple.—Yesterday the Viceroy went to offer sacrifice at the Altar of Agriculture, and afterwards inspected the New Mills of the Fiscal College. The Tartar General called, but did not go to see him. The Governor also attended at the Altar of Agriculture, and reported the Huang-yu College, after which he visited the Literary Chancellor, and afterwards the Assistant Secretary Tan Po-hien, an officer of the Board of Justice. Assistant Sub-Prefect Han reported he has been charged with making estimates for repairing the works at Shao-ku, etc. (i.e., the harbors).—Several petty appointments gazette.

Extracts from Hongkong papers.

Further list of recipients of honorary rank in recognition of their contributions to the Yelkow River Fund, also of further subscriptions amounting to \$1,25.

## TIENSIN.

14th March.

The little tow-boat the "Sea Gull," belonging to the "Jade Dragon" Company, passed over the bar and entered the Peho on the 8th instant. It is said two sailors, who were drunk and cargo capacity have been lost, will come here, be dismantled, and fitted to serve as lighters. It is also said the new company will at a future time enlarge its fleet.

The river band is now, thanks to the energetic and practical Municipal Secretary, Mr. Smith, in better condition than ever before. The steamer has been repaired, others extended and strengthened, and the band is in excellent order. The lighting still leaves something to be desired, but we hope the beautiful new lamp posts, cast at the Taku Dock, and some specimens of iron founding, will soon have some form of coal, oil, or hydrocarbon gas for illumination.

During the winter a great quantity of substantial landing boats have been made by carpenters employed by the Municipal Council, that it will be easy in future to keep a road to the sea, and to land and transport the goods.

DEPARTURE OF THE VICE-ROY FOR DELHI.

## RAILWAY MATES FOR INDIA AND PORT DUES.

London, 6th March.

Mr. W. H. Smith yesterday received a despatch from the principal English ports protesting against the exemption from port dues of material shipped to India for railway work. Mr. Smith replying promised to submit the points to the Board of Trade.

THE BULGARIAN QUESTION.

## LONDON, 6th March.

Count Herbert Bismarck has arrived and will interview Lord Salisbury to-morrow when he will endeavour to induce him to countersign the Royal Assent to the proposed regarding Bulgaria.

H. R. H. DRUMMOND WOLFE.

## LONDON, 6th March.

Sir Henry Drummond Wolfe has started for Teheran to assume the duties of British Minister to Persia.

VEHICLES FOR THE EAST INDIA STATION.

## LONDON, 6th March.

In the House of Commons Sir Jas. Ferguson said that he was informed that certain Hindoo merchants had commenced opening a trade with the Soudan from the Red Sea ports, and a trial caravan was about to start to Egypt.

RAILWAY MATES FOR INDIA AND PORT DUES.

## LONDON, 6th March.

The Pope, in a speech at the College of Cardinals, said that his position was unbearable. Obituary.—Admiral Sir George Ky. Thos. Duke of Rutland.

STRASZ, 5th March.

The Dervishes attacked Sustum and after four hours fighting were repelled.

DEATH OF COLONEL EVELYT-CARNAK.

## LONDON, 6th March.

Colonel Edward Evelyt-Carna, late of the 10th (Prince Albert's Own) Hussars, died.

DEPARTURE OF THE VICE-ROY FOR DELHI.

## ALAHABAD, 6th March.

The Vice-roy and Lady Willoughby leave Calcutta.

The Dervishes to-morrow leave Calcutta.

THE NEWSPAPER SECRETARY TO THE BUREAU.

## NOTICES TO CONSIGNEES.

"GLENFALLOCH,"  
FROM LONDON, PENANG, AND  
SINGAPORE.  
THE Company's Steamship.

"GLENFALLOCH,"  
having arrived at the above Ports, Consignees of Cargo by her and by the S. S. Eric and Canada from New York, are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Cargo remaining undelivered after the 26th instant will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by JARDINE, MATTHESON & Co., Agents.

Hongkong, 19th March, 1888. [583]

NOTICE TO CONSIGNEES.

S. S. "UPPINGHAM,"  
FROM GLASGOW, LIVERPOOL, PE-  
NANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th instant, will subject to rent.

All Claims against the steamer must be presented to the Underwriters on or before the 25th instant, or they will be rejected.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 19th March, 1888. [583]

## VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.  
(Taking Cargo and Passengers at through rates for CHEFOO, TIENTHIN, NEWCHWANG, HAN-  
KOW, and Ports on the YANGTZE.)  
THE Company's Steamship.

"CANTON."

Captain Bromer, will be despatched at above  
TO-DAY, the 21st inst., at NOON.  
For Freight or Passage, apply to

JARDINE, MATTHESON & Co.,  
General Managers.

Hongkong, 20th March, 1888. [588]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND  
CALCUTTA.  
THE Company's Steamship.

"TAISANG."

Captain Jackson, will be despatched at above  
TO-DAY, the 21st inst., at THREE P.M.  
This steamer has Superior First Class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to  
JARDINE, MATTHESON & Co.,  
General Managers.

Hongkong, 20th March, 1888. [542]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo and Passengers at through rates for NINGPO, HUFCO, NEWCHWANG, TIENTHIN,  
HANKOW, and Ports on the YANGTZE.)  
THE Company's Steamship.

"PATROCULUS."

Captain Thompson, will be despatched as above  
TO-MORROW, the 22nd inst., at DAYLIGHT.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th March, 1888. [555]

FOR MANILA VIA AMOY.

THE Spanish Steamer.

"DON JUAN."

Captain Marquez, will be despatched as above  
TO-MORROW, the 22nd inst., at FOUR P.M.

For Freight or Passage, apply to

BRANDAO & Co., Agents.

Hongkong, 20th March, 1888. [588]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND  
SINGAPORE.

THE Steamship.

"EUPHRATES."

Captain Edwards, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriters for countersignature and take the immediate delivery of their Goods from storage.

The steamer is berthed at the Kowloon Piers, and Cargo impeding her discharge will be at once landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Underwriters on or before the 2nd instant, or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, 18th March, 1888. [564]

NETHERLANDS INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.

STEAM TO YOKOHAMA, KOBE, AND  
NAGASAKI.

(Passing through the INLAND SEA.)  
THE Company's Steamship.

"GENERAL WEDDER."

Captain W. von Schuhmann, will leave for the above Ports on or about the 23rd March, 1888.

For Further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 18th March, 1888. [588]

NORDDEUTSCHER LLOYD.

NOTICE.

G. DE CHAMPEAUX.

STEAM TO YOKOHAMA, KOBE, AND  
NAGASAKI.

(Passing through the INLAND SEA.)  
THE Company's Steamship.

"GENERAL WEDDER."

Captain W. von Schuhmann, will leave for the above Ports on or about the 23rd March, 1888.

For Further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 18th March, 1888. [588]

NETHERLANDS INDIA STEAM NAVI-  
GATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND  
SOERAJAVA, VIA SAIGON, AND  
SINGAPORE.

THE Company's Steamship.

"BORNEO."

Captain Wilkins, will be despatched as above  
on or about the 23rd instant.

For Freight or Passage, apply to

JARDINE, MATTHESON & Co., Agents.

Hongkong, 14th March, 1888. [548]

STEAMSHIP "OXUS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London,  
Antwerp, Havre, and Berdeux, Ex S. S.  
"INDIA," will be landed at above Steamer  
are hereby informed that their Goods, with the exceptions of Opium, Tobacco, and  
Valables, are being landed and stored at the  
Company's Godowns, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless  
intimation is received from the Consignees  
before 10 A.M. TO-DAY (MONDAY), request-  
ing that it be retained here.

Bills of Lading will be countersigned by the  
Undersigned.

Cargo remaining undelivered after the 21st  
instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & Co., General Managers.

Hongkong, 14th March, 1888. [548]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

S. S. "STREATHLEVEN."

Captain Darke, will be despatched for the  
above Ports on SATURDAY, the 24th instant, at  
THREE P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 15th March, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"CATTERPHUN."

Captain Darke, will be despatched for the  
above Ports on SATURDAY, the 24th instant, at  
THREE P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 15th March, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"HESPERIA."

Captain Christian, will be despatched for the  
above Ports on SATURDAY, the 24th instant, at  
THREE P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 15th March, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GRETCHEN."

Captain Christian, will be despatched for the  
above Ports on SATURDAY, the 24th instant, at  
THREE P.M.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, 15th March, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"PACTOLUS."

Captain Darke, Master, will load here for the  
above Port, and will have a quick despatch.

For Freight, apply to

MEHLERS & Co., Agents.

Hongkong, 17th March, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GREAT ADMIRAL."

Captain FRED. P. LITCHFIELD, will load here for the  
above Port, and will have quick despatch.

For Freight, apply to

MEHLERS & Co., Agents.

Hongkong, 18th February, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GRETNA."

Captain FRED. P. LITCHFIELD, will load here for the  
above Port, and will have quick despatch.

For Freight, apply to

MEHLERS & Co., Agents.

Hongkong, 18th February, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GRETNA."

Captain FRED. P. LITCHFIELD, will load here for the  
above Port, and will have quick despatch.

For Freight, apply to

MEHLERS & Co., Agents.

Hongkong, 18th February, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GRETNA."

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For Freight, apply to

MEHLERS & Co., Agents.

Hongkong, 18th February, 1888. [585]

THE PENINSULAR &  
EUROPEAN STEAMSHIP COMPANY.

NOTICE.

"GRETNA."

Captain FRED. P. LITCHFIELD, will load here for the  
above Port, and will have quick despatch.

For Freight, apply to

# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, WEDNESDAY, MARCH 21st, 1888.

## THE ANTI-CHINESE LEGISLATION IN THE UNITED STATES.

The anti-Chinese agitators of the Pacific Slope seem at last to be getting within measurable distance of their goal. A treaty is said to be in course of negotiation for the total exclusion of Chinese from the United States. The Chinaman already in the country will have the right to remain, but it is said, not to return if they once leave. The draft of the treaty has, according to the American papers, been submitted to the Chinese Minister at Washington, and it is believed that within a month it will be agreed upon by the respective powers and sent to the Senate for ratification. Such are the documents made, but it seems almost inevitable that they can be true. Whatever may be said for or against the emigration of Chinese labourers to the United States, the idea of excluding merchants is repugnant to justice and is in every respect inexpedient. It is in reality a step towards the extinction of mercantile intercourse. If the United States may exclude Chinese merchants, it is difficult to see how the right of China to exclude American merchants could be denied. We do not suppose China would ever do anything so foolish, as mimical to her own interests, as to claim such a right, or exercise it if it were conceded. Nevertheless, the exclusion of Chinese merchants from the United States will necessarily retard the development of trade, for their business cannot be continued on the same lines by Americans. It is also somewhat humiliating to the self-pride of foreigners in China, to the prachers of progress in Asia, to consider that one of the foremost nations of the West, taking up the position occupied by China in the past few days, when foreign intercourse was prohibited except within very narrow limits. It would seem that the United States intend to be even more exclusive than China, for when the present generation of Chinese merchants in the States die out, the Chinese will not be allowed in America even such privileges as foreigners enjoyed in the old factory establishments at Canton.

The United States propose to do the thing thoroughly while they are at it, and to secure the exclusion of the Chinese not only from their own territory, but from the neighbouring territories of the Continent. Great Britain is to be asked to prohibit emigration from Hongkong and immigration to Vancouver. It is said that when Mr. John Russell Young was the United States Minister to China he communicated with the Hongkong Government, which referred the matter home, and Mr. Young afterwards notified the State Department that the British authorities would unite with the United States Government in any measures the latter recommended for the regulation of the immigration of the Chinese. Doubtless the British Government would lend its assistance to the carrying out of any arrangement come to between the United States and China so far as it might be possible to do so by alterations in the emigration regulations here, and as Canada is only a degree less anxious than the United States to prevent a large influx of Chinese, and has already imposed a heavy landing tax, it is possible that so far as the emigration of labourers is concerned an agreement might be drawn up which would be accepted by all parties; but it is impossible to conceive of any total exclusion being imposed in any British possession, more especially in Canada at the present time, when the Dominion is endeavouring to establish a direct trade with Asia. Such a law would be essentially unjust and less inexpedient. What the Californians are agitating for, however, is no less than the prohibition of all immigration whatsoever from China save the coming and going of members of the imperial diplomatic service. It remains to be seen whether the proposed treaty amends the present treaty so that all Chinese, whether they are the subjects of the Empire of China or the subjects of Great Britain, shall be excluded from entering the United States. There is evidently a mistake, for as British subjects the negotiations would of course have to be conducted with the British Government. If the object were merely to prohibit the immigration of labourers, an arrangement might possibly be come to by which the authorities here would be required to enforce regulations for the restriction of emigration, but to prohibit it altogether, to say that a Chinaman able to pay his passage and finding a ship to carry him, might not leave for whatever part of the world he might please, would be impossible, more especially if the Chinaman was a British subject wanting to go from our British possession to another, i.e., from Hongkong to Vancouver. The Chinese problem in America is, we imagine, much farther from its solution than the Washington correspondents of the San Francisco papers seem to imagine.

with either Burma or China from Bangkok, it is necessary to construct railways, and the importance of having them has, it would seem, been recognised by the Siamese Government.

But although permission is said to have been accorded to Sir Andrew Clarke to make a survey, the cost of which is to be borne by the Siamese Government, it would seem that no concession has so far been made, and, if the Siamese paper *Sakya-dhara* is to be credited, the Siamese Government will provide the money for the railways, and foreign capital will not be admitted. The native paper says:—“We understand that His Majesty’s Government will itself provide the money for the construction of the railway in Siam, and will not give a concession to us.”

For ourselves, in token of our high esteem, we venture to offer you our acceptance of the accompanying piece of plain of manufacure, which perhaps under another name may prove more congenial to your taste. (Applause.)

We enter into our audience,

The extraordinary rise to eminence of Hongkong, unparalleled in British history, has, from the circumstances and position of the Colony, been dependent on the rapid growth of the trade, and I

trust that your visit will bring with you the period of their greatest expansion, have been your special care, will, no doubt, ever remain with you.

Upon your retirement from the field of labour to which you have devoted so many of your prime years you will carry this memory with you; but not without a sense of regret, that you have not sought a well-earned repose, we look forward to the receipt by you of some further mark of His Majesty’s favour.

For ourselves, in token of our high esteem, we venture to offer you our acceptance of the accompanying piece of plain of manufacure, which perhaps under another name may prove more congenial to your taste. (Applause.)

We enter into our audience,

reminded by my friend Captain Doane that you are receiving this address on the eve of your departure on the site of the old Harbour Office.

Captain THOMSETT, who was much affected, said:—“Sir, Chairman and gentlemen, I thank you very much indeed for the kind manner in which you have expressed your friendship towards me. I regret very much indeed, that I can be in this year in a place without feeling the weight of the separation. If you will allow me I will read my reply.” Gentlemen, I thank you most sincerely for the very kindly feeling which has brought so many of my friends together to present me with this too flattering address, and its accompanying substantial gift, which I shall dispose of in such manner as you desire. Nothing, however, can be more gratifying to a public officer than to know of the long series of triumphs that he has won the goodwill and appreciation of the community amongst whom he has worked. I am greatly pleased to see in this room so many of my colleagues in the Government service, gentlemen with whom in the course of my public duties I have necessarily been brought much into contact, and who have given me much pleasure and good advice. I shall like to leave this opportunity of flattery.

If I may add, that in the course of my services in the Colony, the Government is the only power which I have had the pleasure of serving, and the public are better served, when their officers work together for the common good. (Applause.)

I see before me a community of all nationalities second to none for perseverance, intelligence, uprightness, and energy. Among the results of these good qualities cannot be better exemplified than in the present state of the colony, which I shall like to leave this opportunity of flattery.

We enter into our audience,

Amount written off capital account as per resolution passed at extraordinary general meeting of shareholders held 21st October, 1887, and balance due, £175,000.00

Profit on working account ..... 31,493.70

Profit on exchange ..... 277.50

Allowance from general managers ..... 1,000.00

**Total £207,767.20**

## ST. JOHN’S CATHEDRAL ORGAN FUND.

The following statement of accounts relative to the Organ Fund is submitted for the information of the shareholders and congregation of the Cathedral:

I. THE BUILDERS’ ACCOUNT. (Abridged)	
Cost of Organ	£ 1,855 0 0
Interest on £100 per cent.	183 18 0
Less expenses	165 21 0
Assisted passengers and time <sup>1</sup>	275 0 0
Memorial Brass (ordered)	10 15 0
<b>Total £2,164 15 5</b>	
Drift, 7.4.88	£ 1,624 0 0
Chances, 3.3.87	(£) 1,624 2 4
Cash in Hongkong	15 11 6
Drift, 9.1.88	60 15 0
Balances	166 16 7
<b>Total £2,164 15 5</b>	

## II. THE TRUSTEES’ ACCOUNT.

II. THE TRUSTEES’ ACCOUNT.	
Paid out on 3.3.87	£ 34,924.43
Payment, 4.3.87	7,079.92
Payment, 4.3.87	100.00
Paid out on 3.1.88	328.90
Payment, 4.3.87	635.50
<b>Total £31,688.75</b>	
Foundations	£ 284.03
Organ Chamber	825.00
Iron Joints	33.51
<b>Total £302.55</b>	
Hotel expenses of Assistant	144.45
Labour and Coolie-hire	65.60
Debt Interest	70.68
<b>Total £1,951.05</b>	
Fate in Public Gardens	£ 5,820.00
Fate in City Hall	1,573.41
Offererity	3,268.02
Organ chamber	195.24
Cost of old Organ	240.00
Sale of Packing cases	17.23
Interest	493.00
Concert	220.00
Entertainment	201.40
Sundry disbursements	2,624.39
<b>Total £1,951.05</b>	

\* This is an obvious overcharge. It has been thought better, however, to close the account as it stands, as the amount of overcharged as shown in previous entries are obtained. The sum received will be carried to credit of the Fund.

† Including \$128.85 interest.

A. LISTER,  
Secretary and Treasurer.

## THE RESULTS OF THIS EXAMINATION OF THE GRANT-IN-AID SCHOOLS.

The following letter, with enclosure, from the Inspector of Schools, reporting the result of the examination of the grant-in-aid schools, is published for general information in Saturday’s *Gazette*:

Education Department,  
Hongkong, 21st January, 1888.

Sir,—I have the honour to forward under this enclosure the usual tabular summary of the amounts earned, during the year 1887, by the various grant-in-aid schools of the colony under the regulations of the Grant-in-Aid Schools (1883), and I beg to recommend that a warrant be issued for the payment of grants payable, as hereinunder recommended, and amounting in the total sum of £1,000,000.

MR. MENDEL said he had a great many on grant which were spoilt by the long training the ponies went through.

THE CHAIRMAN said that the ponies were only galloped six weeks previous to the meeting. If the ponies broke down in trotting they could not do more than twelve, if more, were safe.

Mr. MENDEL said that a great many on grant were spoilt by the long training the ponies went through.

THE CHAIRMAN said that the ponies were only galloped six weeks previous to the meeting. If the ponies broke down in trotting they could not do more than twelve, if more, were safe.

Mr. MENDEL said he did not think they could do worse than last time. Forty-two were fine, five were sent down, and out of those only two more than twelve, if more, were safe.

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tation with the Taotai in charge of the station. - Board sent the 10,000 to Kwei-chun to make such provision as seemed necessary for the distressed. Exclusive of the soldiers in the building, of whom no traces were left, the following is a list of the destruction to life and property. The offices of the Sub-Protect, a Deputy Magistrate and Major as well as a college have been entirely destroyed, as also have the houses of the officials in private houses. The walls and rafters have been destroyed in 970 houses, and the windows and tiling of 1,592 have been smashed and broken. Forty-eight people were killed, including two women in the Deputy Magistrate's establishment, and more than 400 others received injuries more or less serious. Soup kitchens were opened to provide food and shelter for the refugees. The amount of relief given by the government for the wounded, \$200 was given as a compensation grant for every life that was lost and \$10 for every other house property that was destroyed, while minor claims were met on a corresponding scale. The cause of the explosion has been the subject of much conjecture, but as the soldiers on guard at the time have all disappeared, there is no means of arriving at a conclusion on the subject. The very remarkable rate of the work of spreading out powder to dry is one that requires the exercise of great care, and he proceeds to cover those whom the responsibility of the present casualty seems to devolve. Hsu Chien-hsiang, the Colonel of the regiment whose turn it was to superintend the magazine, and his Adjutant, Pung Chin-tung, the Adjutant-in-Chief, Amano, and the Adjutant have failed in taking due precautions, and it is asked that they should be handed over to the Board for the determination of fitting penalties. Great commiseration is expressed for I Ching-hui and the soldiers who lost their lives in their public service, and the Viceroy suggests that they should be awarded the customary marks of posthumous distinction. In accordance with requests presented to change the military districts, the sum of Tls. 10,000, which was forwarded to Amano.

**APPENDIX IV: SOUTH FORMOSA.**

Under date of 27th February a correspondence of the Daily News states:

"With reference to the inquiry as to the real state of local politics, here it will facilitate explanation and perhaps be, at the same time, the shortest way of imparting the information desired, if starting from the beginning, an outline is given of those changes which have led to what can only be looked on as the commercial decadence of South Formosa. It is unnecessary to more than allude to the steady and progressive decline of the Island made, from about 1860 to 1883, or 184.

During that period, it seemed to please the Chinese to look on Formosa as a sort of experimental field, where foreigners might be treated as though they were really friends, and not intruders to whom treaty concessions were to be grudgingly doled forth. When questions arose between the foreign officials and native authorities, the treaty was not referred to, but the grudge for a long time, at the fact whether what was asked for, on other side, seemed reasonable and feasible. The utmost cordiality and even intimacy, at least in South Formosa, prevailed between foreign residents - general, and the officials. Taxes and regulations were, of course, imposed, but these were strictly based on what might seem conducive to the encouragement of a rising trade. Thus, when the port was made a free port, no importation or exportation was allowed, or delayed whenever necessity suggested. Telegraphs, and other foreign improvements, temporarily tabooed on the mainland met with favourable reception here. Even the Woosung railway, when transferred to Taiwan Fu, would, for financial difficulties, have been taken up here. At any rate, no prejudice was shown, each ruling succession seeming about equally to the cordiality and good fellow-ship of his predecessor.

To his strict justice, I believe H.E. Lin Ming-chuan, personally, would be quite willing, and perhaps is even desirous - in so far as the new condition of affairs instituted since the French blockade would let him - to do much that would tend towards keeping up the old regime, but, at least, as far as this part of the Island is concerned, he has not done so much, and one which he has done, is to bring enough in China to remember the days when Sir Robert Hart was looked on as anything but a scoundrel, and a merchant had to watch the high market in London with feelings of uneasiness.

The total loss to the Revenue, amounting to that of the magistracy, and the other departments, had passed through the Customs, is shown as follows:

Duty on 600,000 piculs shipped in junks (which have gone as in former years in foreign bottoms) \$106,000

Lection received on 600,000 piculs 30,000

Actual loss to revenue, assuming that payments to Lection run } \$78,000

men are accurately returned }

The foregoing, it is hoped, will show that the incipient competition must affect the foreigner's object, and, as far as possible, the disadvantages which necessarily followed this state of matters, what would be otherwise as unobjectionable as it is admittedly reasonable, if carried out with honesty and impartiality, becomes an oppression almost intolerable, and a lever for working for ruin which nothing theoretical can justify. There is no question but that the foreigner, in this case, is to be expected from the moment he is admitted to the market, to the Chinese, and, in particular, that any concession or privilege given to him, will be denied to his competitor, and vice versa.

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The primary blow struck at the general interest came in the method of levying a new and excessive "lekin." Now, no one would be unreasonable enough to assert that the authorities have not a perfect right to raise what money they think fit, but, under the circumstances, the surely just ground for remonstrance arises.

Here again, it is fair to say that no doubt if the Governor had not to defer to the political opinions, and their associates, a much better state of things might be brought about.

Being chiefly engaged, however, in describing things as they are, and not in speculating on what they might be, we go on to the next point, and that is, what is to be done if this is done, and every one will admit that this is a pressing necessity, and that the Government is not only within its rights, but is doing right in taking legitimate steps for effecting that which certainly ought to have been done long ago. When, however, we see that being carried out in a way which must defeat the avowed object, and which results in harassing and oppressing foreigners, and, in so far as possible, the individuals themselves, it must be remedied, if not by the Governor himself, they are treated by the subordinate officers with undisguised contempt, and so pronounced has this become that the highest local official does not hesitate repeatedly to announce in formal manner that his orders "though frequently issued," have been as often ignored by those whose duty it is to carry them out. A strong impression prevails that the Chinese, in this case, are more interested in their own interests than any concession, so small a port, have deserved foreigners of support from their respective representatives at Peking. This course of course does not make matter run more smoothly.

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To resume, of course "transit passes" could not be obtained, even if desired, for cargo bought in the treaty port, as the customs have, naturally, no provision for such. The "lekin" authorities, in spite of protests, put up a station between Taiwanfu and the "city of the port," and its outlet, Aspinwall, bringing tea from all cargo moved within these limits.

One foreigner, bringing down 300 piculs of sugar, had it stopped, and by reason of the detention, together with the neglect shown by the officials, the whole was quickly destroyed by rats

which fell a day or two after the seizure. As was said before, business came to a complete stand-still; no freight could be got for the steamer, and things were altogether in a bad way.

At this juncture the foreigner had to give bonds for the payment of all costs, and the Taotai was requested to be released afterwards. If he was destined at Peking that he could be held in treaty ports. This question, along with the anger one, was at once forwarded to the Northern Bureau, and up to date remains unsettled.

The authorities have made several attempts of late to recover on bonds, asserting fully that the "question" has been settled, and the foreigner is still detained, and otherwise punished.

The Taotai was repeatedly appealed to, always with the same result. "He had issued orders for its release, as also that of the servants but with no avail; he would once more issue instructions to the staff, and the foreigner was released only after a great deal of trouble. The foreigner retorted that he had been detained, and the Taotai was blamed for having issued orders for its release.

The foreigner was then released, but not until a great deal of trouble, and the Hongkong market was lost on a lowered market. After the same repeated protests and assurances on the part of the Taotai as to his efforts in getting it released, this was finally effected.

The foreigner, who had been detained, was released, and the foreigner was released, but not until a great deal of trouble, and the Hongkong market was lost on a lowered market. After the same repeated protests and assurances on the part of the Taotai as to his efforts in getting it released, this was finally effected.

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